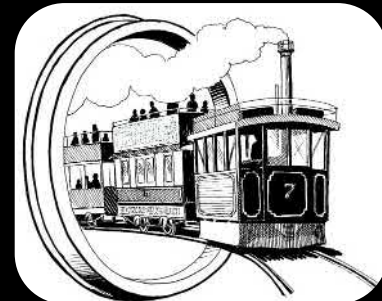


FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

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D. L. A. Turner

VALE

JOHN SHANKS

FATHER OF THE TRAMWAY HISTORICAL SOCIETY

The Tramway Historical Society
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President's Piece—Stephen Taylor



By now, most members will have heard that John Shanks passed away last Friday, the 1st of February. Each of us who have met John and experienced his enthusiasm for our hobby will have their own memories of him, and I think I echo the rest of the Tramway world in expressing our sadness at his passing. More will be said elsewhere in this edition of *Tracts*, and I expect the next issue will have a more detailed obituary. I would like to pass

on the Society's condolences to John's wife Margaret and the rest of his family at this time.

Continuing onto other matters, it seems a while since my last report which was written in late November 2018. I hope all members had a good break over the Christmas and New Year holiday periods and have kept safe and well as we move on into 2019. However, many good things have been happening with the Society at our base at Ferrymead. I will touch on three of these here, and hopefully, more may be said elsewhere about these (and other activities) elsewhere in this edition of *Tracts*.

Firstly, a lot of effort over the last two months including both the December '18 and January '19 work days has gone into clearing the site of the proposed Diesel Bus shed. This work is not yet complete, but it is great to see good progress being made to tidy up and prepare that area. And concurrently with the above, Ken's track gang have been working on relaying four tracks sets from behind the Cranmer building towards the Reserve. So far, this has involved removing the existing rails, excavating the old sleepers – now mostly compost, then digging out and draining the track bed, laying down new sleepers and refastening the rails to them. Levelling and re-ballasting is still to go. Thanks go to the CRS who used their digger for assisting with the early excavation of the track bed and removal of the old sleepers late last year. The Society also hired a digger in January to finish digging out and levelling the new track bed, before being used to assist

with further clearing the Diesel Bus Shed site.

Also, as mentioned in the December '18 *Tracts*, Brill 194 is now onsite. It has been relocated from its temporary home behind Tram Barn 1 to a new temporary home between the "Gisborne" point and Cranmer, where it has been put on display – as a holiday home on trucks! Dave Hinman has spent many hours "decorating" the inside with a display of many photos of the Tram, both in service as a Tram and in its subsequent life as a holiday home. Then this tram was officially "opened" at the Society BBQ on the evening of 26th January. It was also good to see a good turnout of members at this BBQ.

I would also like to thank the many Society Tram Drivers who helped provide a daily service tram on the Ferrymead Tramway from before Christmas and right through to 1st February. And special thanks to John Harris for managing this process. Looking after the Roster is a fairly thankless task, and John continues to manage to variously persuade and cajole our Tram Driving members to keep the roster full. It was also good to see Christchurch tram number 1 getting a good workout over this period – assisted I am sure by many days of hot fine weather. However, we still need tram drivers for weekend tram driving in February and March, and then the school holidays are coming up again in April. Please help out with keeping the roster full when asked. And if you are interested in joining the ranks of Society tram drivers, please let us know as we will provide training and can always use additional people to help share the driving duties.

Finally, for this report, I would like to publicly welcome the following new members to our Society: Richard Holland and Catherine and Chris Andrew. May you all come to get involved with and enjoy our hobby as much as we do.

Cheers,

Stephen

FRONT COVER: *Tram Week in Papanui, September 1964. This seminal event, commemorating the tenth anniversary of the Last Trams in Christchurch, was the first major event put on by the young Tramway Historical Society, and resulted in a great deal of free publicity and goodwill from the wider community. John Shanks was closely involved with this event and was duly photographed by Dave Turner as the 'brakeman' on horse tram No. 43 during the course of Tram Week. Photo: D. L. A. Turner.*

BACK COVER: *John at the Society's 50th Anniversary dinner, 5 February 2011. Photo: D.L.A. Turner*

First Notch

Alastair's Angle—Alastair Cross



Welcome to your first issue of *Tracts* for 2019. As noted from the front cover, and Stephen's Presidential piece, we are sorry to have lost John Shanks earlier this month. His role in setting up what would become the Society cannot be understated and I'm sure that there will be many stories to be told about his passion, determination and dare I say, some escapades

with a humorous side. I only regret that I never thought to ask John about any such stories while he was here, nor did I take up his suggestion about getting the remaining Founders together to discuss just how the Society came into being.

While things have generally been running smoothly at Ferrymead, this hasn't always been the case over the holiday period. In December a couple of thieves decided it would be funny to kick the door of the Trolleybus Shed in and 'borrow' some equipment. Unfortunately for the Society, and Alan Roi (who owned some of the stolen gear), the Police don't have enough to go on to mount a prosecution. Temporary repairs have been carried out, but more permanent ones as well as an area clean-up are on the cards. Alan has kindly provided a short piece explaining what happened, and what needs to be done to discourage such antisocial behaviour.

Well, that's about all from me this time. 'Till next month!

Cheers,

Alastair

Notices

MONTHLY WORK DAYS—FEBRUARY AND MARCH

The next scheduled Work Day will be held on Saturday February 16, focussed at the Tram Barns. We had intended to devote this day to repairing and titivating the Trolleybus Shed and its surrounding area, but as this coincides with the park being hired out for the Ferrymead Nostalgia Festival, limiting access at Gate A, the Trolley bus shed focus will be postponed to the next scheduled Work Day on 16 March. All members who are able to do so are invited to come down and lend a hand, even if only for part of the day.

SOCIETY FUNCTION—SUNSET TOUR

On the fourth Wednesday in February 2019 – 27th February – the Society will run its traditional annual Sunset Bus Tour. The bus will leave the Tram Barns at 7pm, and the destination will be the AA Gun emplacements up on Mount Pleasant above the Summit Road. There will be a fairly easy walk up a track from the Summit Road to the gun emplacements.

This Tour had been organised by the late John Shanks, and in given his recent passing, the Society has decided that in John's memory it would be very appropriate to carry on with this tour. Please bring \$5 as a contribution towards (bus) fuel and supper.

MEMBERSHIP RENEWAL

As acting membership secretary, Stephen Taylor is pleased to report that following the annual renewal notices being sent out at the end of last year, over 50 members have already renewed their membership for the 2019 year. Remember that generally, renewing before the end of February will get you a discounted renewal. Plus, being a paid-up member of the Society also entitles the member – along with their immediate family – free entrance into Ferrymead Heritage Park.

Stephen is also pleased to announce that we have reached an agreement with Christchurch Tramway Ltd that they will provide a generous discount on their annual passes to members of the Society. To redeem this offer, you will need to take your current Society membership card to the Christchurch Tramway's "Tram Stop" shop in Cathedral Junction to purchase your annual pass. We are hopeful that this offer will also continue for subsequent years.

If you want any further details on this offer, please contact Dave Hinman or Stephen Taylor for further details.



ABOVE: *Former THS Secretary, Ian Spicer and John Shanks enjoying time together at Cathedral Junction prior to boarding a Ferrymead Tramway Anniversary special tram trip, 7 January 2018.*

Photo: Dave Hansen.

A TRIBUTE TO JOHN

We are privileged to publish the first of what will be a series of tributes and recollections about the late John Shanks and his outstanding contribution to the Tramway Historical Society and beyond. If you have some special memories of John that you would like to share through Tracts, please email to secretary@ferrymeadtramway.org.nz

It is 56 years almost to the day that I first heard the name John Shanks. I was teaching at Lyttelton Main School and the first term was just about to begin. However, it was to begin without the new teacher who would not arrive for another two weeks as he was, according to a very puzzled principal, in Australia looking for tram parts! My ears pricked up when I heard this piece of information and when this teacher finally arrived in his vintage Hillman car, we embarked on a friendship that would grow and flourish over a lifetime. It was of course due to John that I joined the THS and met more amazing people.

In those early days, John often came to our place for dinner and he would bring his slide projector and give us a slide show. My wife Helen had no personal interest in trams, but John's presentations were such that she was never bored.

When John married Margaret, our wives became firm friends and in recent years we occasionally picnicked and holidayed together. We felt particularly privileged to join them in their time-share at Akaroa on several occasions; these were always times of mirth and good fun.

Others will attest better than I can to John's phenomenal role in establishing the Tramway Historical Society. John was able not only to gather and inspire a loyal and competent band of people who became members, but also to gain the confidence of the business community including Mr John F. Fardell, General Manager of the Christchurch Transport Board and many others who responded to what John loved to refer to as "bludging". Today a visit to Ferrymead or to the Christchurch Tramway, where many of the Society's trams operate, will show the extent to which that confidence was justified. John was justly proud of his accomplishments and loved to talk about them - not in a boastful way but in a way that acknowledged the contributions of all those founding members and supporters. He has bequeathed a remarkable legacy.

We're all going to miss you, John. Thank you so much for your outstanding contribution to the tramway movement and for your abiding friendship. You will be lovingly remembered and missed as long as the tramway movement prevails.—**Joe Pickering**

TROLLEYBUS SHED BREAK-IN

On the evening of 23 December, the Trolleybus Shed was broken into. At about 7pm, Peter Jenkinson of the Railway Society was going home and spotted two vehicles outside the Trolleybus Shed. Shortly after, Peter returned and found that the shed had been entered and the offenders had forced their way in. It appeared that entry was made from the wicket door in the rear of the building. Exit was made by forcing open the small door at the front, doing some serious damage in the process. During the time the offenders were there they broke into the valve house behind the green doors at the front of the shed. Whilst in there the security cameras were switched off. Peter works in the security industry and has extracted what he can in the way of footage and temporarily secured the valve house doors with a CRS lock.

Murray Sanders followed by Jonathan and Michaela managed to go down and secure the building including some very serviceable, albeit ugly, repairs to the front door. This had been kicked out on our offenders' departure. The door is now in probably better condition than before the damage. They also repaired the door jamb. At the rear of the shed Jonathan considered the rear doors too easy to get in through and has put a bolt through the frames so that the person opening them needs to be on the inside to open them. He has suggested an eventual padlock.

Eight major items including some personal ones were removed including the weedeater, lawn mower and Alan Roi's water blaster. Subsequently Sandra Cron has taken photos, and these have been forwarded to the police. Unfortunately, the Police feel they have insufficient evidence to take it any further.

In looking at what has happened, the Society is of the distinct impression that our trolleybus area including the building needs a big image upgrade. It has been decided that the March Work Day will be focused on this task, and we would like to ask that any and all Society members who can help with this will please do so.

'BRILL' 194 — THE STORY CONTINUES

Over the Christmas holidays, Tram/Bach No. 194 has undergone a minor transformation – from recently lived in holiday cottage to semi-mobile "tram in waiting", incorporating photographic displays. These depict firstly the story of the Brill trams in Christchurch, including interior and exterior images of 194 itself in its later tram days, and then its subsequent history as a holiday cottage on a farm for a period in excess of 60 years (more than twice as long as its life as an operating tram!). This is tangibly demonstrated through the presence of many of its bach features, including original equipment, furniture

and furnishings, being retained on loan in the tram thanks to the generosity of the wider Holland family, who had owned and occupied it continuously since 1957. A gallery of images, again mostly provided by the family, illustrate the tram and how it was used and looked after in its holiday home setting, from the early years right through to its final weekend of occupation last Labour weekend, and then recording its preparation and move to Ferrymead on December 3 last. Family members' recollections of "life at the bach" have been captured in the captions displayed with the photos. And speaking of photos, Joe Pickering has produced an excellent video featuring 194's move to Ferrymead with some historical photos also included. For those who haven't yet seen it, it can be accessed from: <https://youtu.be/GBqzch74cQ>.

The decision to hold a late January Society BBQ at Ferrymead which would include showcasing No. 194, provided the incentive for Dave Hinman and a few others to get the transformation completed in time. It also needed to be relocated from its temporary location adjacent to Tram Barn 1, as it was blocking road access to the traverser. In addition to setting up the internal displays referred to above, there were some minor repairs required to keep up the past 64 years' good work in having 194 well maintained and weather tight. This included adding new plywood over three of the side windows, some paint work touch ups (using the appropriate leftover paint kindly supplied by the Holland family) plus reinstallation of the coal range chimney and the front door canopy. A reasonably accurate copy of its original end number was also painted on the back end of the tram. The temporary tram barn location was well suited for most of this work, being close to workshop tools, water and power, and only the canopy and the steps needed to access the tram had to wait until after the move on to the main line. This was successfully achieved during the afternoon of the 19 January work day when, with the assistance of works tram 5W, it was propelled to its short-term location, a tram length or so beyond the "Gisborne" point past the Square shelter and ideally placed for the BBQ picnic event. Its longer-term location will be at the end of the current operating track, near our other tram/bach, trailer no. 126, when our current sleeper renewal project there has been completed. Dave would like to acknowledge the assistance of Bruce Maffei, Gary Riggs, Don McAra, Stephen Taylor, Graeme Belworthy, Graeme Richardson, Alan Roi and Alan Hinman in getting this project completed on time. A special thanks (again) to the Holland family, and in particular Catherine Andrew and Richard Holland for their support and ongoing supply of interesting photographs, anecdotes and further original bach items and furnishings. Catherine arrived at the BBQ

event complete with more bedding for the bunks, an original Kerosene tin converted into a cone bucket, and a small TV which had been in the bach and was also powered by the car battery.

THE BBQ PICNIC EVENT SATURDAY 26 JANUARY

The heat wave day predicted did not eventuate and it was a mild late afternoon/early evening with even the occasional rain spot. However, that did not deter the 50 or so members and friends who turned out for the occasion, enjoying sitting in groups under the willow trees, tram rides in Christchurch No. 1, and the BBQ food and drinks. It was great to see our new Holland family members there in force, about fifteen of them, with three generations of bach users represented. Our thanks to Murray Hobbs for his excellent sausage cooking and to Stephen Taylor who organised the Society's share of the food, and also to all of those who came and brought food to share.

Tram/Bach 194 in its new display guise was introduced to all, with a short "opening" ceremony and some words from Stephen and Dave, together with Richard Holland and Catherine Andrew on behalf of the Holland family. The kind donation by Graham Stewart of two additional canvas mounted tram images was also announced - these are of Brill 194 in Cathedral Square taken by Graham in 1951.

In our previous (December) *Tracts* we mentioned some of the tram relics that had been found under and around the bach and during the evening more than 20 of these were on display and a competition run to see who could identify the most, with a prize also for the most imaginative answers. After a slow start interest was ignited and the competition intensified as the finishing time loomed and passed almost unnoticed. Eventually declared first equal were David Maciulaitis, Alan Roi and Richard Holland, each having 17 correct answers, and all having some inbred advantage over everyone else who competed (David – professional tram maintenance engineer and driver; Alan – his father had been the Electrical Foreman, and later Rolling Stock Superintendent at the CTB workshops; Richard – his family had owned the tram all his life). There were also some wild and fanciful guesses including one which described the trailer plug as a "fly catcher" but in the end the most imaginative winner was Chris Andrew who tried to convince us that the pram hooks from the front of the tram were actually ski racks and the down pipe/ hand rail top casting was a flag pole holder. It was a lot of fun and a good way of teaching our new members (as well as some of those who have been around for a while) what some of the rather less obvious tram parts are called and what they were used for!

Tram Bach 194 is now able to be opened for inspection on tram operating days, with passengers able to be taken by tram almost to its front door. It had its first such use during the last week of the school holidays, just concluded.

Footnote: John Shanks was a strong supporter of obtaining 194 and while he had not previously seen the tram since its arrival, it was pleasing to hear that he had come to Ferrymead earlier this week, asked for the key and was able to have a good look at it. We think he would have been delighted at what he saw.

LEYLAND CUB — ON THE MOVE

On the 21st January, a transporter arrived at Ferrymead and loaded the blue Leyland Cub for transport to the Otago Heritage Bus Society in Dunedin. For various reasons this bus had remained at Ferrymead in the Council car park until recently when it was loaded for transport south. As a good number of members are aware, the bus was originally a Dunedin allocated NZRRS vehicle. It had been sent south by the Omnibus Society and only got as far as Christchurch. At one time there were plans for it to be set up as an exhibit in the Otago Settlers Museum, but regrettably these plans fell through and the bus finally came under the wing of the OHBS.

Philip Murphy was asked by the OHBS to be present to ensure the loading was carried out satisfactorily. With the use of the cartage contractor's loader (which was left overnight at Ferrymead due to a lack of space for both loader and bus on the truck) it took approximately 20 minutes to load the bus onto the truck. Anthony Holliday has since informed us that the Cub arrived in Dunedin just before lunchtime the following day.

OVERLEAF TOP: *Now, before we all get stuck into dinner, I'd just like to say a few words... With 'Brill' 194 now ready to receive visitors, Stephen Taylor, Dave Hinman, Richard Holland and Catherine Andrew were called upon to deliver impromptu speeches as part of the official 'opening ceremony' at the January BBQ Function. We'll print some photos of 194 and its new information displays next issue. Photo: Dave Hinman.*

OVERLEAF BOTTOM: *The January Function was well attended by Society members and their families, with at least eighteen people alone in this one photo. At least one of those shown was heading back towards the Tram Barns... 'Come on, hurry up, when's dinner ready?' Photo: Dave Hinman.*





ABOVE: Site clearance work for the new Diesel Bus Shed, as of late last month. Looking north towards 'Standard' 126 at top left. Photo: Dave Hinman.

BELOW: Current work on Mornington grip tram 103 with the cabin framing now going back up under the watchful eye of Don McAra. Photo: Dave Hinman.





As noted on p.6 above, the ex-NZRRS Leyland Cub was loaded for transport to Dunedin on 21 January 2019. These two photos show firstly the loading process (**above**) and secondly, on the trailer ready to go (**below**). Its departure has been greeted with enthusiasm by members of the Society's Bus Team, who had expressed concerns about vandalism and deterioration during the Cub's long stay at Ferrymead. Photos: Alan Roi.





The latest round of track work has been focused on the line past the Cranmer building to the Reserve, soon to be home to 'Brill' 194, which will be positioned alongside fellow tram bach 'Standard' 126. The top photo shows early stages of work with grass scraped off and some rail removed. By 26 January, the trackbed had been dug out and new sleepers placed (below left). A week later, on 2 February, and Ken Henderson was busy supervising reassembly of the track. New ballast will soon follow, and 194 will be moved to its new 'home'. Three Photos: Dave Hinman.





Since its arrival at Ferrymead, 'Brill' 194 has undergone some minor touch-ups prior to being opened to the public as an interpretative 'tram bach' display. From top left: Gary Riggs attaches new plywood over some of the windows; Top right - Don McAra adds finishing touches to a copy of the tram's original number to the rear apron; Middle left - Alan Hinman adjusts the chimney from the coal range with encouragement from Gary; Middle right - Over the traverser being propelled by works tram 5W; Bottom left - Around the bend and parked at the entrance to the Reserve Line; Bottom right - A new game for Society members at the January barbeque: guess the tram part!

With completion of the Reserve Line rebuild up to the Cranmer Tram Stop, 194 will be moved around to sit beside 'Standard' trailer 126. At least one member has joked about the two trams becoming a 'tramway campsite' when they finally meet. Certainly, 194 is in liveable condition, but 126 would definitely class as a 'fixer-upper'!



Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

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We welcome contributions of material for publication in Tram Tracts—if you have anything tram, bus or trolleybus-related you want to share with us, please email it to the Editor at tracts@ferrymeadtramway.org.nz. Slide photographs are welcome by arrangement.

